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Hongkong Daily Press.

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Sole Agents.

No. 14,605 號伍零百陸千四萬一 日二十月二十年十三緒光 HONGKONG, FRIDAY, JANUARY 27TH, 1905. 五拜禮 號七十月正年五零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 20th January, 1905.

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Hongkong, 10th January, 1905.

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Hongkong, 18th November, 1901.

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THE MANAGER.
Hongkong, 7th October, 1904.

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Excellent Cuisine and Wines.
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Hydraulic Elevator, hot and cold water throughout.
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Hongkong, 31st October, 1902.

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Hongkong, 3rd October, 1904.

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 Communications relating to the news columns should be addressed to THE EDITOR.
 Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
 No anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 27th, 1905.

The native business men of Canton derive profit in various ways as a result of their nearness to Hongkong. Apart from material benefits, they have the object lesson afforded by a comparison of the methods of the two places. That is why, no doubt, indications of a desire for practical reforms appear sooner and persist longer in the southern city than they do at Peking. The creation of a Chamber of Commerce, and a special committee on trade, is reported, the objects of which are to develop trade generally, to keep it in Chinese hands as far as possible, and to organise the collection of information from all parts of the province where business is done. The Cantonese merchants evidently see the light, but they just as obviously see it through a glass, darkly. Their idea of freeing out the foreigner was not learned from anything they have studied in this Colony. It is the inherited, hidebound prejudice cropping out again, to clog their own feet voluntarily set in the path of progress. There is no more intelligence about it than there would be in the supposed action of the foreigner, in endeavouring to do without the Chinese. Each is, of course, indispensable to the other. Each is one of the two legs of China's commerce. It can march with both, but a very slow and short hopping gait is its fate if the Cantonese do not chase this bee from their bonnet. It is a pity that their reform ideas should be handicapped by such stupid jealousies and prejudices, all the more as they seem to have been spontaneous, and derived independently of the official class, which is as hopeless and impossible as ever. They were sufficiently

enlightened to see that some foreign ways and foreign things were good; and that the ignorance of the masses stands in the way of their wholesale adoption. The popular beliefs in evil spirits, bad luck, *fungshui*, are great hindrances to the realisation of their desire for modern machinery, mills, mines, and manufactures; but they are hoping that a big, permanent exhibition of such foreign manufactures as are useful in China may arouse feelings of covetousness sufficient to outweigh those foolish fears. Thus the workmen will be tempted to depart from some of the roundabout or cumbersome methods of generations of their ancestors, and imitate the superior goods of the foreign devil. Dealing with this and kindred subjects, a contemporary asks: "Why is it that, in China, as in other countries, women do not work in factories with men, and so become producers?" It might be answered that it is chiefly because there are no factories, and that could scarcely be less wise than the reply which the journal quoted itself supplies. "Because, up to the present, owing to the disgraceful innuendoes and filthy language in common use, no self-respecting woman would dare to attempt it. This disgusting habit must therefore be stopped." As if these innuendoes and bad language were not common in almost all factories, at any rate in England. The fact is that the English factory hand is very much like the Chinese woman in this respect, used to hearing a spade called a spade. It is shocking to our unused ears, of course; but allowance has to be made for the habits and environments of a class in assessing its morality. To use such harsh epithets in the case of what is frequently only Oriental naturalism is to compete with the Boston lady who killed a female dog because it had been immoral enough to drop a litter of puppies while her children were looking on. However, this is quite a side issue, and we must conclude by wishing all encouragement to attend the efforts of our neighbouring reformers, who have certainly commenced well by insisting on getting across when necessary to the official ear without all the circus mummery and expensive ceremonial of "old custom." We have not heard that they have gained this point yet; and, as is usual where Chinese reforms are talked of, we are not optimistic.

The French Mail of the 27th December was delivered in London on the 25th inst.

The exchange value of the dollar on demand reached 2/- yesterday. It is four years ago since the dollar stood so high.

A full report of the speech by the chairman of the Shell Transport and Trading Co. Ltd. appears on the fifth page.

A Liverpool telegram stated that three Liverpool steamers, about 8,000 tons each, had been chartered to carry coal from Cardiff to Japan. The rates are stated to be about 12s. 6d.

Mr. John Anderson of the Straits Settlements and Mr. José B. da Silva, of China, were elected Fellows of the Royal Colonial Institute last month. The Earl of Minto, G.C.M.G., succeeds the late Sir Henry Norman, G.C.B., as a vice-president of the Institute.

The United Mark Lodge, 419 E.C., held a regular meeting at the Freemasons' Lodge, Zetland Street, on Wednesday evening last, when Bro. H. W. Wolfe, P.M., was elected Worshipful Master, Bro. Withers, Treasurer, and Bro. J. Vanstone, Tyler.

The *New York Times* reported on Dec. 21st that Russia hoped to place at New York the loan for thirty-five millions in February instead of January. There were no public offers, though the insurance companies were reckoned on for fifteen millions, and the banks for ten. The balance was to be taken up by private investors. The *Times* thought this would increase the gold exports.

An Imperial Decree ordered several detachments, as well as the Cadets in various Military schools, in the Military districts of Warsaw, Vilna, Kieff, Kasan, St. Petersburg, Moscow, and Odessa to be mobilised, in order to reinforce the Army in the Far East. This is a partial mobilisation, affecting 29 sub-divisions in the Warsaw district, 24 in Vilna, 33 in Kieff, 38 in Kasan, 46 in Moscow, 44 in St. Petersburg, and 24 in Odessa. At the same time all the Reserve officers of the detachments which are mobilised will be called to the Colours.

It is not surprising to hear that the condition of the inhabitants of Manchuria, over a wide area devastated by the Russians, is becoming daily more alarming. A letter from a writer in Northern China declares that the most populous and best cultivated section of Manchuria is a complete wilderness, and that thousands of pretty and once thriving villages and market towns are in ruins. All the woodwork of houses has been burned by the Russians for fuel, and thousands of acres of crops have been cut down for forage. Stacks of corn have been all seized or destroyed, and what makes matters worse, not a penny has been paid or even promised as compensation to the innocent sufferers.

Hazoor Singh, the Indian who stole \$470 from a co-religionist at a bath house in Wand-chai, was yesterday convicted and sentenced by Mr. Hazeland to three months' hard labour.

At the Union Church Literary Club last evening Mr. P. H. Holyoak read an interesting paper on "Arnold of Rugby." The mock parliament which was to have taken place has been postponed until the end of March.

A telegram from H. B. M. Consul Batavia, to the Colonial Secretary, Hongkong, dated 26th January, says:

"Hongkong declared to be infected with bubonic plague. Quarantine reduced to 5 days."

This item appeared in the *Globe*—It was Mr. R. R. Oswald, whose death is announced at the early age of forty-nine, who at the command of the Empress Dowager laid down the first railway in China, a miniature one in the form of the figure 8 in the Palace grounds of the Forbidden City of Peking. There, as a correspondent of the *Times* mentions, the Emperor and the Empress Dowager took daily rides for pleasure, and when the question of a railway system for the Empire came to be mooted the real ruler of China was fully alive to its value as a means of transit for her people. Mr. Oswald was for nearly a quarter of a century closely associated with the commercial and political life of China, being up to the end of the late war superintendent of the Tientsin arsenal.

Between 2,000 and 3,000 of the unemployed took part in the widely advertised meeting in Trafalgar-square on the 18th ult. The following extracts from the speech of Mr. Jack Williams will give some idea of the spirit of the meeting:—"If you had any pluck in you, you wouldn't stand it, you'd revolt. You don't show yourselves enough in the West End. Come where the wealth lies. You've got to put the fear of man in their hearts. Don't hide yourselves in your garrets. Bring terror into the West End, and they'll listen to you then." The object of the meeting was to pass a resolution "demanding the right to live by their own labour," calling upon the local authorities to use their powers, upon the Government to call a special session of Parliament, and upon the Lord Committee to receive a deputation. There was no massacre by the police or military in this case.

The Marine Insurance reporter of the *Times* wrote on December 21st:—"Interest centres to-day in the seizure by the Japanese of the British steamer *Nigretia*, bound from Shanghai to Vladivostok with a cargo of kerosene oil. War risk insurances for it, it is understood, \$70,000 have been placed on this cargo under peculiar circumstances. The oil was shipped at Shanghai under the written assurance from the Japanese Consul to the British Consul there that kerosene was 'not regarded as contraband' by the Japanese Government if shipped anywhere." The cargo was insured under the guarantee thus given by the Japanese Consul, and the rate was 15 guineas per cent. only, as against 30 guineas for contraband. Whatever liability may attach to the *Nigretia* in consequence of the alleged presence of Russians on board, no liability can reasonably attach to the shippers of the cargo. It would give a very bad impression if the Japanese Government ignored the written assurance of their Consul at Shanghai and failed promptly to release the cargo. The *Nigretia* is 2,568 tons, built in 1888, and owned by Allan and Co.

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-night (Friday):—

March—"The Dear Old Country"..... Carter
 Overture—"Samaritan"..... Rysini
 Selection—"Three Little Maids"..... Rube
 Dance—"Hungarian"..... Muller
 Selection—"Kitty Grey"..... Monckton
 Waltz—"Les Baisers"..... Margis
 Galop—"The Landers' Attack"..... Bohm
 Menu—"Hors D'Œuvre—Watercress, Tomatoes, and Beetroots, Anchovy on Toast, Soufflé, Or 'Till Soup, Carrot and Cucumber, Fish—Boiled Fish and Parsley Sauce, Entrees—Larded Quail on Toast, Stewed Sweetbread and Mushrooms, Pate-de-fait-gras on Aspic Joint, Roast Saddle of Mutton, Roast Turkey, and Cold York Ham, Curry—Curry Oyster, Salad—Beetroots and Tomatoes, Vegetables—Boiled Potatoes, Fried Potato Balls, Beans, and Stewed Onion, Swiss Pear Pudding, Fanny Cake, Lemon Ice Cream, Finger Cake. Fruits in Season. Tea and Coffee.

VOLUNTEERS' BALL.

The City Hall last evening was a scene of gaiety and beauty, the occasion being the ball *ala militaire* of the Hongkong Volunteer Corps. The entrance to the Hall was an archway of greenery, and various flags drooped from the banisters of the stairs. On the first landing, facing the staircase, was an emplacement made of bags of sand out of which looked the muzzle of a small maxim, and on the wall above was the crest of the corps illuminated by electric light. On the walls on either side of the stairway were semi-circles of bayonets, which glittered in the electric light, lending lustre to the already gay appearance of the hall. Despite the inclement state of the weather, the attendance was large, and the ball a great success. Among others of the energetic committee responsible for the result were Majors Pritchard and Chapman, Captains Armstrong and Macdonald, Lieut. Craik, Oliver and Northcote, Sgt.-Majors Higby and Logan, Sgts. Andrews, Stewart and Hancock, Cpl. McKirdy and Sapper Watson.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

PRIVILEGES PROMISED TO RUSSIAN MALCONTENT'S.

—LONDON, 26th January.

Innumerable arrests have been made at St. Petersburg, in connection with the revolutionary disturbances. The normal capacity of the prisons is exhausted, and strikers are being detained in temporary accommodations. The streets are quieter to-day. All the shops are closed.

The strikers have been promised various privileges if they consent to resume work.

In the country the trouble is spreading, strikes and disturbances being reported from many provincial towns.

At Moscow, fighting has begun, and still continues.

[PRIVATE TELEGRAM.]

DEATH OF FR. TORRES.

—MANILA, 26th January.

The Rev. Fr. Torres is dead. [The above message was received by the Rev. Fr. Novas, Fr. Torres was resident at Hongkong for 33 years, and, having been ill for some time, left for Manila only a few days ago.]

[REUTER'S SERVICE.]

THE FRENCH CABINET.

—LONDON, 26th January.

The new French Cabinet is now completed with M. Etienne, Minister of Interior, M. Bismont, Minister of War, M. Berthelet, Minister of Colonies.

THE REVOLUTION IN RUSSIA.

—LONDON, 26th January.

The employees of the large iron works in Moscow have struck, in sympathy with their comrades in St. Petersburg; they are parading the streets and calling out the workmen of all the establishments, who mostly responded immediately. The movement is following the same lines as the St. Petersburg strike.

The Standard's correspondent at Kieff wires that the fire at the Sevastopol Dockyard has been overcome.

A revolutionary outbreak of 8,000 sailors of the Black Sea fleet has occurred; the troops were called out, but refused to fire.

—LATER.

The strike in Moscow is spreading rapidly and the police have cleared the gunsmiths' shops.

In St. Petersburg there is a temporary lull, but a general strike has broken out in Kovno and Vilna and its extension to the provinces is regarded as a serious symptom.

THE JAPANESE IN BRITISH COLUMBIA.

—LONDON, 26th January.

The Dominion Government has disallowed the British Columbia Act, establishing educational test, with a view to the exclusion of Japanese; it regards the Act as a menace to Imperial interests.

BRITISH AND CHINESE CORPORATION (LIMITED).

The report for the year ended June 30 states that, owing to delays in negotiations with the Chinese and other unavoidable circumstances, the Corporation was unable to place any of its interests during the period embraced by the accounts, but in the following month (July) it made the first issue of £2,250,000, for the Chinese Government Loan of £3,250,000, for the construction of the Shanghai to Nanking Railway. The financial result of the operation will appear in the accounts for the current year. The Corporation holds provisional agreements for the issue of loans for the construction of other railways for which it has made the preliminary surveys, including that from Canton to Kowloon, which project is receiving special consideration at the present time. As the result of his visit to the coal field the colliery expert, referred to in last year's report, formed a most favourable opinion of the Nanpiao concession and negotiations are in progress with the Imperial Chinese Railway Administration, who are jointly interested with the Corporation in the undertaking, for the formation of a company to develop and work the colliery. The Nanpiao Railway Loan, which was issued by the Corporation in 1899, provided for the construction of a branch line to the colliery, and part of the proceeds of the loan have been specially set aside for this purpose. In accordance with the agreement with the Pekin Syndicate (Limited), a company with the title of Chinese Central Railways (Limited) has been formed, and has taken over, with the exceptions agreed upon, the railway interests of the Corporation and of the syndicate north of the Yangtze. The Corporation has been refunded its outlay on the interests transferred and it holds 22,500 shares of £1 each in the Chinese Central Railways (Limited), subscribed for at par and upon which 6s. per share, or £3,750 in the aggregate, has been paid up.

A HARBOUR FATALITY.

At the Magistrate's yesterday afternoon, Mr. H. H. J. Gompertz held an inquiry touching the death of Thomas Crowther Angwin Greenland, late Chief Officer of the s.s. *Pak Kong*, whose body was found in the harbour on the 16th inst. The following jury was empanelled:—Messrs. J. T. Turner, C. A. Brown and J. J. Watson.

The circumstances briefly were—Decayed left the ship, anchored off Yau-mai, and went to a house in Hollywood Road in the afternoon of the 16th inst. He left this place in the evening, and was not since seen alive by those who knew him.

W. H. W. Loureiro, the chief engineer of the *Pak Kong*, saw deceased before he went ashore. He was then sober. Decayed drunk very heavily. When in liquor he was weak on the legs, but not quarrelsome. He had no enemies so far as witness could testify. Decayed was in good terms with the captain.

By Inspector Collett—Before deceased went ashore he had no wounds on his face.

Dr. E. A. R. Laing, Assistant Superintendent of Government Civil Hospital, testified that at 11 p.m. on the 16th inst. the body of deceased was brought to Government Civil Hospital. He had lacerated wounds on the tip of the nose, on the bridge of the nose, and also on his forehead.

By Inspector Collett—The wounds might have been caused by a fall downstairs.

By the Coroner—Or a brick if fairly light. The wounds most likely would have stunned the man.

Dr. W. Hunter, medical officer in charge of post-mortem examinations, stated that death was due to asphyxia caused by drowning.

Las Kwok, servant to the Captain of the s.s. *Pak Kong*, declared: At 6.30 a.m. on the 16th inst. I was on board ship. I saw deceased get on to a sampan to go ashore. He was perfectly sober at the time.

By the Jury: The sampan went towards Yau-mai.

Chun Sing, a houseboy at No. 52, Hollywood Road, gave evidence as to admitting deceased to the said house on the 16th inst. when he was locking for the captain. Decayed shortly afterwards left the house accompanied by the captain and another man. Going downstairs deceased fell from the second to the first floor.

Miss Edith Drew said deceased came to her house on the 16th inst. to see Captain Patrick of the *Pak Kong*. He appeared to be very drunk. I was downstairs. I heard deceased stagger in the stairway. I shouted to my boy to save him from falling, but it was too late. His nose was bleeding from the fall. I told the boy to get water to wash his face. Captain Patrick and myself then went out to dinner. Decayed was left in the house. When I returned he was not there. I did not think deceased had hurt himself in his fall. He had had no quarrel with any persons in the house that evening, but had had a few drinks. I could not say whether he was the worse for liquor.

Yung Ying, wharf coolie, gave evidence as to seeing deceased floating in the water near the *Pak Kong* steamer's wharf. He called a sampan and pulled the body out of the water.

Further evidence was adduced as to seeing the body in the water, after which the coroner reviewed the evidence, and the jury returned a verdict that deceased met his death by drowning, being intoxicated at the time he fell into the water.

FOOTBALL.

H.E.R.F.C. V. NAVAL TEAM.

This match was played on the Club ground, Happy Valley, yesterday afternoon under Rugby rules. Teams were:—

Club—Kempthorne, Bateman, Hannay and Dixon, three-quarters; Soper and Clark, halves; Rankin, Rogers, Holden, Steen, Merry, Henderson and Chard, forwards.

Naval Team—Smith, back; Leslie, Fawcett, Clark and Seymour, three-quarters; Hamilton and Haddy, halves; Littledale, Brown, Kenworthy, Davis, Billing, Taylor, Gordon and Harper, forwards.

The Naval men started, and within three minutes after play began Bateman took the ball and passed to Dixon, who very prettily returned it, and Bateman got over. Rankin converted. Shortly after this Chard made a neat pass to Clark, who also got over. Rankin again converted. Play now lingered for some time in Club territory, but the Navy failed to get over, and on being transferred, Bateman, after a deal of play near the line, again got over. Rankin failed to convert.

Half-time: Club, 2 goals, 3 tries; Navy, nil.

Soon after the restart Dixon got over and Rankin converted after some good three-quarter play. Following this, Soper got over, but Dixon failed to convert. Later in the play, Bateman got through again, but Dixon failed to convert.

Result: Club, 3 goals, 3 tries; Navy, nil.

H.E.S. "ADRIAN" V. H.E.S. "HOGUE."

This match was played on the Naval Ground under Association rules. The Adrian team had things entirely their own way, and were easy winners by twelve goals to nil.

H.E.S. "OCEAN" V. H.E.S. "IPHIGENIA."

This match resulted in an easy win for the "Green Waves" by seven goals to nil.

HOCKEY.

Teams representing the West Kents and R.G.A. met at Happy Valley yesterday, and after a very good game the R.G.A. won by two goals.

Result: R.G.A., 2; West Kents, 1.

REQUIEM SERVICE FOR THE LATE BISHOP PIAZZOLI.

A solemn Requiem Service for the repose of the soul of the late Right Rev. Bishop Piazzoli was celebrated yesterday morning at nine o'clock at the Roman Catholic Cathedral. Great preparations were made by the priests of the Italian Mission, and special invitations were issued by the Rev. P. de Maria, the Provicar Apostolic. His Lordship D. Jovo Paulino d'Azavedo e Castro, the Bishop of Macao, was invited to officiate, and came over on Wednesday, attended by his secretary, Father Nunes, for this purpose. Monsignor Moral, the Bishop of Canton, was unable to come owing to pressure of work, but was represented by the Revs. Florenzi and Fourquet. The canons of Macao were represented by the Very Rev. Dom Illydio de Gouvea and Canon Luz, while the Rev. J. Gomes and Rev. Dr. A. Gomes represented the Jesuits and the parishes of Macao respectively. Besides these there were present the priests of the French, Spanish and Italian missions, of the Nazareth House at Pokfulam and the Bethanie. Among the congregation we noticed Senhor Conselheiro and Mrs. Romano, Mr. and Mrs. N. Post, Mr. and Mrs. A. P. Marty, Mr. T. H. Hamman, Mr. and Mrs. Leiria, the French and Italian sisters of charity and their pupils, the Christian Brothers and the pupils of the St. Joseph's College and the Reformatory, and a large assemblage of the Roman Catholics. Special seats were reserved for the Consuls.

The interior of the Cathedral was draped in black, the main altar and the pulpit were covered with black cloth, while the granite columns along the two sides of the nave were similarly entwined, the whole presenting a very solemn and sad appearance. The catafalque was in the chancel surmounted by festoons of black and white cloth, and upon it were placed the late Bishop's mitre, crozier and surplice.

The order of the service was as follows:—Solemn Requiem Mass by the Bishop of Macao, assisted by the Rev. P. de Gabardi. Panegyric Sermon by the Rev. G. Spala. The Five Absolutions for the Dead, a special rite for Bishops only.

The service was solemn and impressive, and lasted till a quarter-past eleven, while the tolling of the Cathedral bells during same caused a good deal of emotion among the congregation. The panegyric sermon was very pathetically delivered. Father Spada, who was a personal friend of the deceased Bishop, appeared to be very deeply touched.

Preaching from the text "Labour as a good soldier of Christ," Father Spada said, *inter alia*:—

The sad news of the death of Right Rev. Bishop Piazzoli, conveyed to us from Italy by telegram on the 27th of December last, has been as painful as it was unexpected. The health of his Lordship, which last summer was causing anxiety, had so much improved lately in Milan as to give us firm hopes of soon seeing him back in Hongkong, but it was otherwise decreed by Divine Providence. His Lordship succumbed under the weight of his ministry at the age of only 50 years. The news was spread at once in the Colony as well as in the neighbouring colonies of Macao, Canton, Manila, etc., and from all have been received unanimous feelings of sorrow and condolence. Likewise H.E. the Governor, the Admirals, the Chief Justice, and all the leading officials of the Colony, have assigned to honour us with the expressions of their sympathy on the sad occasion. To all we beg to tender our most heartfelt thanks.

The virtues that adorned the departed had endeared him to all, and his presence was very much desired both in private and in public functions; but what is most important, what was his principal object in life, and what is now his only consolation, is that he was here on earth the faithful minister of God, the valiant soldier of Christ, and a true apostle.

During his long career of 35 years in China he truly fulfilled the counsel of the Apostle, "Labour as a good soldier of Christ," as on various occasions he was in danger of his life while executing his ministry.

This is the subject which I propose to place before you in loving memory of Mon. Piazzoli, Bishop of Clazomenae, and Vicar Apostolic of Hongkong.

Mon. Piazzoli, the youngest son of a large family, was born at Albano, near Milan, of very virtuous parents. He received from them his first education, which gave to young Piazzoli a good and intrepid character, preparing him unconsciously for the most noble of ministries. He continued his education in Bergamo College, going through a classical course, as is generally done by those young men who are intended for the ecclesiastical profession. He then studied philosophy, theology, and the sciences, passing successfully his examination in the Seminary at Milan, and in the year 1863 he was ordained priest. "In the meanwhile the young priest is thinking of the sad condition of those poor people who are living without the knowledge of God; he compassionates them and decides to consecrate his life to them. Heroic decision! You all know what sacrifice a Catholic missionary's life in China exacts generally he has to share the miseries of the poor, exposed to the anti-foreign feeling of the people, and even in danger of life—but no matter, it is God who calls him, and He will give the necessary help."

The necessary preparations having been made, the young priest was sent to Hongkong, where at that time the mission was at its beginning all was to be done. It was for all a difficult task, but it was all the more difficult for the young missionary, as he was entrusted with a large territory. Full of ardour, he began at once to study the Chinese language, which he mastered in a comparatively short time.

Truly the beginning of his career at once showed the strong character of the valiant missionary who let his country, parents, friends, good position, only for the cause of God and for the salvation of souls.

His life was at that time a wandering one, having no fixed place of abode or established Christianity.

Father Luis, as he was generally called, had to begin to open up the field which was intrusted to him. On this account his life was one of great sacrifice and abnegation. Living simply as the poorest of the Chinese, the good missionary does not spare himself, but multiplies himself for the welfare of all. He instructs the people, gives them counsel, helps them, and hundreds of times he settles disputes to the general satisfaction and thus prevents serious conflicts. Many inhabitants of a village having communication with the father, and being pleased with the religious he taught, spontaneously resolved to embrace the faith; but their resolution was not pleasing to their old lords, who interfered and put every obstacle in the way, even threatening them with death; but God, who wanted these chosen souls, gave them such strength that notwithstanding these threats, though they were entirely free, they wished to be baptised. Being sufficiently instructed, and after many proofs of constancy and good will, Father Luis decided to baptise them, and did so. After baptism the new converts were very pleased and satisfied and thought they would have no more trouble from their neighbours. But they were deceived. Shortly their neighbours were preparing terrible vengeance to satisfy their hatred, deciding to kill the Father and Christians alike. Father Luis having knowledge that the converts were in danger of their lives, as a good shepherd he went at once to help them, ready to give his own life to save that of his sheep. Having no residence, he took lodging in a small hut where a Chinese family was living. There he learned the intentions of the pagans, and discovered that they were blinded with hatred against the poor converts. He made efforts to appease the people, but in vain; the pagans were decided at any cost to destroy the Christians. He then went to his lodging, recommending the converts to abstain from violence and to be prepared to give their lives for the most noble cause, viz. as martyrs of God. At his lodging he heard that he himself was also to be executed. In the meantime night came, every measure was taken not to allow the victims to escape. With a dinner they prepared themselves to execute those poor people who were guilty of no other crime than that of being Christians. The dinner being over, the terrible sounds of the "tom-tom" or gong was heard with cries of death and imprecations against the poor victims. Terror invaded the whole village, without a voice of mercy or pity for the poor innocents who had barricaded themselves in their houses. The pagan gang, armed with rifles and other weapons, and also provided with crow-bars to break in the doors, entered the village, and breaking in the houses, hacked and wounded all that came in their way. They then took with them as prisoners five men who were fathers of families. The women and children then succeeded in escaping in the darkness, leaving all they possessed in the hands of their persecutors. With the light of torches and the sound of the "tom-tom" the five men were tied to a tree, beaten and maltreated in every way. The cries of the poor victims failed to excite compassion in the hearts of these tigers in human form, and the poor creatures were cut to pieces. In grief the pain and distress felt by good Father Luis when he heard their cries and witnessed the cruel treatment to which they were subjected without being able to give them any assistance! Next day his own terrible hour arrived. He was still hiding in the same hut, the cries of his persecutors, threatening him with death, ringing in his ears. He prepared to die, glad of having the occasion of giving his blood for the faith for which so many disciples of the Cross have given their own in former times. The good father as a mild lamb presented himself to his persecutors at the distance of a few paces. At once a murderous hand presented a rifle at him and pulled the trigger, but—fortunately—the rifle missed fire; he tried a second and a third time, but with the same result. At this moment an old man who was standing by lowered the rifle, suggesting that the execution of the father be deferred to the night, as it would be then easier to conceal the affair in case the foreigners came to inquire about it. As the day passed the poor father was counting with anxiety the hour, waiting for his end. At nightfall a pagan who some time previously had received some favour from the missionary, taking pity on him, came to his rescue, eluding the vigilance of the persecutors. The hut in which the priest was hiding was only of dried earth bricks. The good Chinese, making an opening at the back of the house which was facing the fields, put in some torn clothes, telling the father to change at once and escape with him. Father Luis at once perceiving in this a help from Heaven immediately changed his clothes, passed through the opening, and took flight through the fields, in search of a secure hiding place. After this persecution the sufferings through which the father passed were almost incredible. He was the only support of these persecuted women and children, their only helper and comforter. The difficulties of his ministry were greatly increased because for a long time he had to travel and to work at night in order to avoid the ill feelings of the pagans. These events, instead of having the effect of deterring people from going to him, attracted them still more. But new conversions became again the cause of fresh troubles. The local mandarin offered a big price for his head, soldiers and other mercenaries were on his track; but, being informed of this, he escaped, so

he experienced in part the troubles of the Apostles. In journeying often in perils of water, in perils of robbers, in perils from his own nation, in perils from the Gentiles, in perils in the city, in perils in the wilderness, in perils from false brethren, in labour and painfulness, in much watchings, in hunger and thirst, in fastings often in cold and nakedness. On another occasion it was entirely due to providence that he escaped with his life. He was accompanying a new missionary to his destination, travelling in a Chinese junk. At night the junk stopped as there was no wind, and it was also very dark. Suddenly a boat full of pirates appeared. The pirates, who were fully armed, tried to board the junk. The danger was very great for the occupants, who had to fight hard for their lives. A terrible fight ensued, in which firearms were freely used; many fell dead into the sea and others were severely wounded. The missionaries gave each other the last Absolution and baptised a catechumen, expecting that all was over with them, as all the crew of the junk were wounded and the ammunition exhausted. As a last resource, the storeman, who had still some powder left, got all the old pieces of iron, broken pots and everything else of the like on which he could lay his hands, and loaded an old cannon which had not yet been used in the fight, and fired it. The effect was murderous on the pirate boat, as several men were seen to fall, and the rest thinking that the junk was well armed put off at once crying for mercy. But the storeman did not get off safe, as the cannon burst, blowing off his right arm and wounding him severely in the side. Though all the occupants of the junk except the priests were wounded, none of them were killed. An idea of the terrible fight may be formed from the fact that the next morning the sea around the junk was red with blood.

It was in the midst of such dangers and difficulties that Father Luis performed for twenty-one years his apostolic ministry. What is most marvellous is that all this was done while his health was far from being good, as he suffered frequently from fever brought on most probably by the climate. In the beginning of 1882 the Very Rev. Father Burghio, whose holy memory is still fresh in your minds, died, and Father Luis was appointed Pro-Vicar Apostolic by Mon. Raimondi. During the three years that he was Pro-Vicar Apostolic he continued the same active life in Hongkong which was his characteristic while he was in the interior of China. He gave special proof of his zeal in the year 1884, when the plague first appeared in this Colony. You all know that that year was the worst with regard to the plague. Every day he was visiting the plague patients either in their houses or at the plague hospital giving them religious consolation and administering the sacrament. In these years Mon. Raimondi, of holy memory, expired, and a few months after this Father Luis was appointed Bishop and Vicar Apostolic of Hongkong. In his humility he refused, but the orders of his superiors were irrevocable, so he had to give in. On May 19th, 1895, he was consecrated Bishop in the Cathedral, as you may remember. The marks of respect shown him by all that day as well as the high dignity conferred upon him were a fitting reward for his holy life.

Though, being Bishop, he continued to discharge the missionary duties as you have always seen, during his nine years as Bishop the Catholic institutions of the Colony progressed. The schools were more flourishing, the poor were better looked after, the Cathedral was completed with its new and imposing tower and spire of five bells. But his greatest consolation is that when he came to China there were very few Chinese Christians, whereas at his death he left a flourishing Mission with many chapels and about 7,000 Christians.

The great virtues with which he was adorned were concealed under a great modesty which rendered him more respected and endeared him to all.

All those of every race and creed who knew him highly respected him, and the officials of the Colony showed him every mark of kindness and respect.

Worn out by his labours, his health began to fail, and last May he went home to Italy with the hope of recovering. At first he felt better, his native air did him good, but that was not to be continued. On the 26th of December last he passed quietly away.

BRITISH NORTH BORNEO.

Reuter's Agency is informed that the Lawas District, which has been ceded to the Rajah of Sarawak by the British North Borneo Company, is a region some two hundred square miles in extent, immediately to the North of the Sarawak-North Borneo frontier. Until two years ago it was under the Sultan of Brunai, by whom the Sovereign rights were ceded to the Chartered Company. There is no white population except the Company's Resident, who will be replaced by a representative of Rajah Brooke. The cession is a result of friendly negotiation between the Rajah and the Company. The latter, in return, acquires from the Sarawak Government a large coal-bearing area in Brunai Bay, which is traversed by the Beaufort-Western railway. These coal rights would have reverted to the Company eighteen years hence, but under the new agreement the Company will be able to work the coal at once. It is pointed out that the district in question on the Lawas River is in the extreme West of British North Borneo, and has no connection with the Labuk River on the Eastern side of the Company's territory.

LATEST STEAMER MOVEMENTS.

The N.D.L. steamer *Prinz Waldemar* left Kobe via Moji on the 25th inst. at 7 a.m., and may be expected here on Wednesday, the 1st prox.

The H.A.L. steamer *Sambra* from Hamburg, left Singapore for this port on the 26th inst. a.m., and may be expected here on the 1st prox. a.m.

The O.S.S. & C.M. steamer *Pak Ling*, from New York, left Singapore yesterday at daylight, and is due here on the 31st inst. at daylight.

ANGLO-CHINESE DISTRICT GOVERNMENT SCHOOLS.

SPEECH DAY.

H.E. the Governor yesterday distributed prizes to prize winners of the Wantai, Yau-mat, and Saiyungpun Government Schools at the Wantai School.

Mr. W. H. Williams, late Head Master of the Saiyungpun School, read the annual report, from which the following extracts are made:—

The results in arithmetic generally are satisfactory, and as a result of experiments I have made with Standards V., VI., and VII., as well as with Chinese masters, I am convinced that the Chinese boys have a marked ability for mathematical studies. In view of the importance of this subject, from both a practical and purely educational point of view, I would like to recommend that Practical Mathematics be provided for Standards V., VI., and VII., following a graded three years course and including the elements of Practical Geometry, Trigonometry, Mensuration, and Graphical Calculations. To accomplish something in this direction I do not think the Saturday morning Geography class for Anglo-Chinese teachers could do better than continue their meetings again this year and go through a course of Practical Mathematics. I have tried one or two of the masters, and I can confidently say they would take it up eagerly and turn it to the very best use in their own schools, and in twelve months' time they should get through a good deal of useful work.

SCHOLARSHIPS.

It has been the rule to grant a number of free internal scholarships open to boys in each class. I now recommend

- (1) Abolition of these scholarships. As a reward for diligence the top boy in each class now receives a class prize for general proficiency.
- (2) That four scholarships be awarded annually open for competition to boys who have passed through Standards V. and VI. for two years.

The scholarships to be granted annually commencing March 1st, 1905, granting free admission to school during the tenure of the scholarship. The Headmaster to have the right to withhold or transfer a scholarship at the end of the first year of tenure if the holder's report is not deemed satisfactory.

My reason for this innovation is to offer an inducement to boys to continue their education into Standards VI. and VII.

After reading his annual report, Mr. Williams, addressing H.E. Excellency, said:—

The scholars in these schools are classified as in an ordinary Elementary English School from Standard I. upwards to Standard VII. Formerly no instruction was given in the District schools above Standard V. During the past year a Standard VI. and Standard VII. were formed, but the results have not been satisfactory. Boys left as soon as they could get a situation, thus preventing continuity of work. As the great majority of boys leave school on passing Standard V. (and some of them before that) to take up positions as junior clerks with our local firms at salaries ranging from \$15 to \$30 I made a point of inquiring personally how these and many such boys were getting on, and I had conversation with employers representing two shipping firms, one wholesale firm, two large retail firms, and three engineering firms, and I should like to give you their testimony, as to some extent it reflects on the practical value of our educational system. Of course there are exceptions, and we are pleased to hear of certain boys making headway, but let us examine the case of the average boy leaving school. This is a summary of their evidence. "The boys you sent us from your Anglo-Chinese Schools are all right when it comes to copying letters in a legible hand, and they take things down from dictation fairly well, but they show little or no resource, are lacking in general intelligence, and do not make that progress and show that interest in their work which an employer looks for, while their ignorance of practical mathematics is astonishing. They gave me illustrations of this, and I tried to atone for it by saying that there was the probability of the employer and his European subordinates expecting too much from junior clerks, but this was not by the employers giving me living instances of boys who after two or three years in the business were not capable of taking charge of a desk, of writing in good business style to a foreign firm, or of dealing intelligently with quotations and estimates from Chinese firms here and abroad because they lacked knowledge concerning the commodities or were unable to apply that knowledge they had. Only the other day I discovered the senior clerk of our own department using a most primitive method to convert \$30 sterling into dollars at 1s. 11½d. and using up a whole sheet of foolscap paper, pretending to check it by going over the same figures again. Now this may seem a harsh criticism, but unfortunately the main points are true, and it is for those of us who are interested in Education to ask the reason and where possible supply the remedy. Much of the blame (if I may use the word) attaches to the scholars themselves who are tempted by the offer of a fifteen dollar bill when they have only a superficial education in English and in western knowledge, and even in their own language. The Government provides the school, the apparatus, the teachers. It is for the Chinese boy therefore to look further ahead. He need not be afraid that he is losing opportunity when he refuses the first which comes his way. An employer, whether he be a business man or a Government official, is only too glad and ready to engage a competent servant, and I have told the boys that they are badly paid because they are not worth more, and that a little knowledge is a dangerous thing.

The annual report of the Wantai school was then read by Mr. Young Hsu, the Head Master. Among other things it stated:—

At the beginning of the year under review there were 104 pupils on the register. After the usual New Year vacation, work was recommenced on the 2nd March, when 13 boys from the vernacular school and 48 new boys were enrolled. During the remainder of the year 13 more new pupils were admitted, making together 74 new boys enrolled throughout the year. The total number of scholars at this school during the year was 178. During the year, the school was open on 198 days, and the average daily attendance was 114.67, which is an improvement on that of the previous year, which was 95.33.

The Study of Chinese.—The selection of books and the new syllabus have turned out a great success. The pupils are taking a keen interest in this subject, and good results have been obtained. Since the inclusion of Chinese in the syllabus, a marked improvement has been noticed in translation, the percentage this year being 86.4 as against 87.8 of the previous year.

Mr. CURWAN, Head of Yau-mat School, read the annual report, which stated that the average attendance in 1902 was 20; in 1903, 76; and last year about 86 scholars. History, as Your Excellency is aware, has been taught during the past few years. The teaching of this subject has occasioned many hours of anxious thought as to which was the best method. It is perfectly useless from an educational point of view to give a Chinese boy a book and ask him to study part or part of it, because he sets himself to learn it by heart. This subject must be taught by means of oral lessons illustrated by pictures whenever possible, and notes to be written on the blackboard for pupils to copy and digest. This plan of teaching has been fairly successful. The teaching of Chinese, I am informed by the Inspector of Schools, has not been a success. The reason for this, I am convinced, is to be found in the system of classification followed in the district schools. The boys will have to be classified in Chinese according to their knowledge of the language, and not as at present placed in classes one, two, three or four, just because they happen to be in the English class. The teaching of the two languages should be a more separate.

His Excellency then distributed the prizes, after which he said:—

Boys.—On this occasion I am going to address you a few remarks to you, and I will ask your masters to explain them afterwards to those among you who do not know enough English as yet to understand what I say. I have visited, since I came here, the Wantai and Yau-mat schools, and I know that the boys there are being taught English in the right way, and in the Inspector's report I read that this is also the case at the Saiyungpun School. I want you to do your best to take advantage of this teaching of English, so that you may quickly learn to pronounce it properly, speak it correctly, and read it easily. To do this I advise you not only to talk English in school, but to talk it also with each other on the playground and at home, and I also advise you, when you see or hear words that you do not understand, to ask your master to explain them to you. It is better in writing, to use short words of which you are perfectly certain of the meaning than long ones that, though they may sound learned, may not mean what you think they do. In telling you to learn to pronounce English well I know I am telling you to do what is very difficult for Chinese boys; it will be the more to your credit when you do it well. As regards talking English correctly, there can be no question of the use of it to those among you who are going to live and work in this English colony, and those that go elsewhere will find that English is the most useful language to know in most places in the world that are washed by the waves of the sea. And as to reading fluently, you must remember that your school course is intended to open to you those books which will continue your education when you have left school.

The next thing I wish to speak to you about is manners. There is a Chinese gentleman here whom I have the honour to reckon among my friends who tells me that the boys of Hongkong have not got the good manners that they had when he was young—that the young do not now pay the same respect to the old as they did, and that the same gratitude is not shown to those who endeavour to assist them. This is not as it should be, and I would urge on the boys of the Anglo-Chinese schools to give attention to manners, of which the essence is to pay respect where respect is due and to do nothing that may hurt the feelings of others. The right-minded person will no more think of showing a rudeness than of striking a blow. The motto of one of our oldest English public schools is "Manners maketh man," and I want this motto borne in mind by the Chinese boys in our Hongkong schools. It is entirely consistent with the teachings of Confucius.

In conclusion, I will say two words on the matter of sport. In England we lay stress on the healthy mind going along with the healthy body, and we believe that athletic exercises are the principal means for making the body healthy. This seems to me to apply equally to Chinese boys, and I shall, therefore, be glad if the boys go in for such exercises as football and cricket.

I will now give one prize and one present. The prize—a book—I will give to the boy pointed out to me by the Inspector as most proficient in reading and talking English; and the present—a football—I will give to the Wanchai School, as I have often seen them at the game as I pass their playground when I go to school, and so I know they will appreciate this gift.

Mr. LAYNE, Inspector of Schools, thanked His Excellency on behalf of the staff and pupils.

REGIMENTAL SPORTS AT KOWLOON.

The 114th Mahattas yesterday afternoon held regimental sports on the Kowloon Parade Ground, in commemoration of the capture of Mahadegarth Fort. The ground afforded a bright spectacle. A number of ladies were present. The greater part of the course was outlined by Indians in white robes and turbans. Disagreeable showers were experienced, but these were rendered the less disagreeable for visitors by the tent accommodation provided. His Excellency Sir Matthew Nathan, and His Excellency Major-General Villiers Hatton, were present. The bank of the regiment played selections between seven and eight o'clock, commencing at 4 p.m. and concluding at 6 p.m. Results were as follows:—

100 yards flat race.—There were eleven entries. Sheikh Abdul Bahmin was first; Gangrak Donak, second; and Gul Mahomed and Gorin Sawant made a dead heat for third.

KODAK FILMS & ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE, 17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

1-mile flat race.—For this event 22 entered the field. Gul Mahomed was first; Sae Laji Man, second; and Dhondhi Nalgi, third. Time, 2 min. 32 sec.

Recruits' Race; 300 yards.—Ittuck Pandriak was first; Sheikh Umar, second; and Babu Kalgudi, third. Time, 33 4/5 sec.

4-mile (open to Indian troops).—Bhag Shah was first; Gangra Shmih, second; Narayana Singh, third. A 1/2 mile was of the 83rd Burma. Time, 2 min. 13 sec.

1-mile relay race (four men per company).—This was won by No. 1 double company. Time, 4 min. 24 sec.

Native officers' race.—There were eleven starters. This was won by Jemadar Rama Kadan.

4-mile (open to Fleet and British Troop).—This event was won by Gunner W. Brown, 83rd Co. R.G.A., with Gunner B. Brown, same regiment, second. Time, 2 min. 33 sec.

Top-of-war (ten men per double company).—This was won by No. 1 double company, the length of pull being 2 min. 40 sec.

Followers race.—Eight entered for this event. Surji Singh was first; Sheikh Giaz, second; and Luchin Shunkar, third.

British officers' race; 20 yards.—Eighteen entered for this event. Col. Moss was first; Lieut. Black, second; Major Wilkins, third; and Major Ross, fourth. Colonel Moss won easily by about five yards.

Back fighting (four men per double company).—A very amusing event. The contestants were in sacks and had to shove their opponents out of a square. No. 1 double company won.

Senior Wranglers Competition; each gentleman ran fifty yards to his partner and handed her a paper containing conundrums. First back to post with correct answers won. About eighteen entered. The result was as follows:—

Lieut. Branson, 10th Mahattas, nominated by Miss Bavin, 1.

Major Rawson, 114th Mahattas, nominated by Mrs. McFarlane, 2.

Lieut. Graham, 114th Mahattas, nominated by Mrs. Whitlow, 3.

The conundrums were as follows:—

1. When is a goat nearly?

2. What was the largest island in the world before the discovery of Australia?

3. Write in figures seven thousand, eleven hundred and eleven.

4. If 1 lb. of salmon costs one shilling and ninepence, and haddock costs one-sixth of that sum, what would be the price of 2½ lbs. of salmon.

The final contest was a noise on mules. Each side consisted of four Indians armed with long sticks who had to knock fashers from their opponents' heads.

Mrs. Villiers Hatton gave away the prizes. There was afterwards a very pretty fire club display and lantern parade.

SUPREME COURT.

Thursday, 26th January.

IN APPELLATE JURISDICTION.

BEFORE SIR H. S. BAKERLEY (CHIEF JUSTICE) AND MR. T. SHERBOURNE SMITH (PUISSE JUDGE).

TANG TEE V. THE ATTORNEY-GENERAL.

The hearing of this appeal was continued. Mr. H. G. Calthrop, instructed by Mr. J. Harston, appeared for the appellant; the Hon. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley (Crown Solicitor), for the Attorney-General.

Mr. Calthrop closed the case for the appellant. The Hon. Mr. Sharp said:—Mr. Tang Tze Peng giving expert evidence on Chinese law. Our feeling is that we do not wish to press Mr. Clementi's case, he being an official at present in the Government, but think we have done rightly in bringing it forward. What class of people are admissible as experts is not determined by the old hard and fast rule that expert evidence must be that of proficient lawyers practising in the foreign country. It is worthy of observation that were that the law to-day, which it is not, no such person exists in China. If we could only prove expert evidence as coming out of the mouths of proficient lawyers in China then it could never be proved at all. Anyone is admissible who satisfies the Court that he possesses more than ordinary knowledge. The weight to be attached to his evidence is another question.

The Hon. Mr. Slade quoted authorities. His Lordship—I have no doubt about Mr. Lau Tze Peng.

Mr. Sharp—Mr. Clementi has for a long time been judge in the Land Court in the New Territory, and had to decide a number of land claims on Chinese law. In London the evidence of a Governor of Hongkong was taken as expert evidence on the law of this Colony. Mr. Clementi is not only an ordinary Chinese student, but it is a part of his profession. The evidence of both these witnesses was accepted in four cases in the Land Court as experts in Chinese law.

His Lordship—No objection was then taken. I think he is quite competent in one sense, but I think you had better not press it. I do not know that there is any legal authority to make the evidence of the most learned amateur admissible as that of an expert. Strike Mr. Clementi's name out of the joint affidavits, except for the purposes of translation.

Mr. Calthrop agreed to this.

The Hon. Mr. Sharp—I understand there is no objection to the admissibility of the other evidence, that of Yu Ka Fuk, Chan Cheng Wu, and Lau Tze Peng. The general case for the Crown is that the onus rests on the appellants throughout the case to establish their claim. By the Land Court Ordinance of 1900 all property in the New Territory is made the property of the Crown, not after the date of the Convention, but for the whole term of the Convention. The term of this land is, under the Convention, for 99 years from the 1st July, 1896. Therefore by section 17 of the Land Court Ordinance all land in the New Territory is the property of the Crown from the 1st July, 1896. Whether or not this Ordinance is equitable or wholly in accordance with the Treaty, it is law binding on this Court.

His Lordship—The Treaty will have an important effect. The object of the Land Court was to settle claims to land. One of the terms was that no property should be expropriated. After further hearing, the case was adjourned.



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WHISKY.

\$14.60 ... PER DOZEN

MARTELL'S

*** BRANDY.

\$28.00 ... PER DOZEN

TANSAN

48 PINTS ... \$6.50

100 SPIRITS ... \$8.00

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

SOLE AGENTS. 40

ROBINSON

PIANO Co. LD.

INVITE INSPECTION OF THEIR

PERSONALLY SELECTED

NEW ART MODELS

PIANOS

BY THE BEST

ENGLISH AND

CONTINENTAL

MAKERS AND

THEIR OWN MAKE

BEST VALUE OBTAINABLE.

FULLY

GUARANTEED.

CASH OR CREDIT

Hongkong, 5th January, 1905. [215]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 19th October, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th St. Lieber's.

P.O. Box, 38. Telephone No 12.

NEW ADVERTISEMENTS FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin and Chemulpo.)

THE Steamship

"LOONGMOON," Captain F. Kalkofen, will be despatched for the above port TO-MORROW the 28th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 26th January, 1905. [326]

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE," Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st February, at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SEWAN, TOMES & CO., Agents.

Hongkong, 26th January, 1905. [327]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st February, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day, the 26th inst.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th January, 1905. [328]

"BEEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOIRICH,"

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1905. [329]

BOARD AND RESIDENCE

PENSION FRANCAISE AND RESTAURANT.

49, POTTINGER STREET, TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day.

Reduced Terms for an Extended Stay.

Hongkong, 13th January, 1905. [331]

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS, Macdonnell Road

or

FAIRBANK & CO., Queen's Road

Hongkong, 2nd March, 1903. [51]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [265]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1902.

FOR SALE.

THE OLDEST BOARDING ESTABLISHMENT in Hongkong.

Owner retiring.

Apply to—

Care of Daily Press Office.

Hongkong, 20th January, 1905. [271]

INTIMATIONS

THEATRE ROYAL, CITY HALL.

AMATEUR DRAMATIC CLUB.

JANE.

A FARE IN 3 ACTS.

By H. NICHOLS and W. LESTOCK.

will be produced

TO-MORROW (SATURDAY),

28th JANUARY 1905.

Prices: ... \$3, \$2 & \$1

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

BY SPECIAL REQUEST.

AN EXTRA PERFORMANCE OF

"JANE."

MONDAY, 30th JANUARY, 1905, at 9 P.M.

POPULAR PRICES:—

Dress Circle and Stalls ... \$1.00

Pit Stalls ... 1.00

Pit ... 0.50

No Half-price.

Booking Office at ROBINSON PIANO

CO., open from 9 A.M. to 4.30 P.M.

ARTHUR CHAPMAN, Business Manager.

Hongkong, 10th January, 1905. [203]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZES, AMBERITE

AND KYNOC'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 888G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902 [245]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (SATURDAY),

the 28th JANUARY, 1905, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

A FINE ASSORTMENT OF

JAPANESE CURIOS,

Comprising—

OLD SATSUMA, FINE CLOISONNE,

BRONZES, IVORIES, PANELS, ORNAMENTAL

and EMBROIDERED SCREENS,

&c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 26th January, 1905. [320]

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction,

on

MONDAY,

the 30th JANUARY, 1905, at 3 P.M., on the Spot,

The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for

erection of

BOOTHS AND MATHSHEDES

on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Plans and Conditions of Sale, apply to—

HUGHES & ROUGH,

Government Auctioneers.

Hongkong, 24th January, 1905. [305]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of

the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of JANUARY, 1905, at 3 P.M., at the Office of the

Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hok On in the Colony of Hongkong, for a term of 75 years, commencing from 1st January, 1893.

[287]

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	1/2000	1/2000	1/2000	1/2000

NOTICES OF FIRMS

NOTICE.

THE INTEREST AND RESPONSIBILITY of the late JAMES PARK WINGATE (Deceased), in our Firm ceased on 31st December, 1904.

Amoy, 1st January, 1905. [169]

NOTICE.

ON and after this date Mr. GEORGE LANCELOT GREIG is authorised to Sign our Firm.

M. W. GREIG & CO.

Foochow, 11th January, 1905. [238]

INTIMATIONS

HONGKONG CRESS CLUB.

MEMBERS are reminded that subscriptions for 1905 (\$3) are now due, and should be sent to the undersigned.

M. J. DANENBERG,

Hon. Treasurer.

Care of Messrs. Rules & Co.

Hongkong, 26th January, 1905. [314]

A REGULAR MEETING of the

EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-MORROW (SATURDAY), the 28th January, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th January, 1905. [317]

KOWLOON PIGEON SHOW.

THE KOWLOON PIGEON CLUB proposes to hold a SHOW OF PIGEONS on the 1st and 7th February, 1905, at the KOWLOON HOTEL. Expresses of entries will be sent to all Members. As regards Non-Members, forms can be had on application to the Hon. Secretary, Mr. R. DAVID, at the Kowloon Hotel.

Entrance fee: Fifty cents per Pigeon.

Prizes in Money and kind will be awarded to Winners as soon as the Judge's decision is given, but Birds will not be removed from the Show until the evening of the 7th February when the Show closes.

Admission to the Show is free. The Public are cordially invited. Our former Shows were very popular and were visited by Sir Henry and Lady B. de B. and many other distinguished persons.

The Classification of Exhibits is as follows:—

I.—Pouter, Cock or Hen, any colour.

II.—Pouter, Cock or Hen, any colour.

III.—Jaobins, Cock or Hen, any colour.

IV.—Pouter, Cock or Hen, any colour.

V.—Owl, Cock or Hen, any colour.

VI.—Pouter, Cock or Hen, any colour.

VII.—Homer, Cock or Hen, any colour.

VIII.—Pouter, Cock or Hen, any colour.

IX.—Any Other Variety, Pairs, Cock or Hen.

X.—Common Pigeon, any colour, Pairs, Cock or Hen.

XI.—Any Kind of Caged Birds.

J. D. LOGAN,

Director.

R. DAVID,

Hon. Secretary.

Kowloon Hotel,

26th January, 1905. [323]

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

ACERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED,

Aerated Water Manufactory,

Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles ... 1.80

Potash Seltzer and B.P. Soda ... 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.95

Ginger Ale ... 1.95

Lemon Squash ... 1.95

Raspberry ... 1.95

Stone Ginger Beer ... 1.95

Hongkong, 28th December, 1904. [108]

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles ... 1.80

Potash Seltzer and B.P. Soda ... 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.95

Ginger Ale ... 1.95

Lemon Squash ... 1.95

Raspberry ... 1.95

Stone Ginger Beer ... 1.95

Hongkong, 28th December, 1904. [109]

WATKINS, LIMITED.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

WATKINS, LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles ... 1.80

Potash Seltzer and B.P. Soda ... 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.95

Ginger Ale ... 1.95

Lemon Squash ... 1.95

Raspberry ... 1.95

Stone Ginger Beer ... 1.95

Hongkong, 28th December, 1904. [110]

MESSRS. GEO. G. SANDEMAN, SONS & CO., LTD.

PORTS AND SHERRIES.

IN ORDER to keep up with the Competition existing, through which the prices of these Wines have been lately reduced by as much as \$6.00 and \$10.00 per case, WE SHALL IN FUTURE GRANT A DISCOUNT OF

10 PER CENT. ON ALL

MESSRS. GEO. G. SANDEMAN, SONS & CO., LTD.

PORTS AND SHERRIES

Listed by us.

GREGOR & CO.

WINE MERCHANTS,

34, QUEEN'S ROAD.

SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

The adjourned annual general meeting was held last month at Winchester-house, Sir Marcus Samuel, presiding.

The CHAIRMAN stated that in accordance with the promise made at the general meeting on September 21, the directors had estimated the figures as embodied in the profit and loss account for the year ended December 31 last. As the auditors had put in their comprehensive certificate, the figures of 1902 had been merged in the accounts of 1903, and it was proposed merging those of 1903 into the balance-sheet of 1904, because it would be obviously most inconvenient to issue a separate balance-sheet for a given year and subsequently revised ones. The directors had taken great care to keep their calculations for 1903 on the right side, being quite satisfied to show that the balance carried to the balance-sheet this year amounted to £158,852, as against £69,555 for 1902, and they had paid a dividend of 5 per cent. in respect of 1903, as against 2½ per cent. for 1902, carrying forward £58,852 as against £19,555 in 1902. In accordance with the resolutions passed by the shareholders on September 21 last, the arrears of interest due from the Nederlandsche Indische Industrie en Handel Maatschappij, £79,909, had been placed to the credit of this company, and the explanation stage of that concern having passed, a proper trading account would be established as from January 1, 1904; and there was no question that from the earnings of the company a sufficient revenue would be derived very amply to meet the interest upon bonds, with, he trusted, something for dividend upon the ordinary shares of which their company were the holders. (He did not think it necessary to dwell once more on the remarks which the auditors had made in connection with the company's Borneo enterprise. Considering the circumstances, it was no wonder that those on the spot had been unable to meet the requirements of auditors and had had their hands very fully occupied in carrying out the practical part of the business, and in bringing about the state of affairs which had now been attained of getting a large production of oil. Unfriendly comments had been made that the directors had added interest during construction to the actual cost of outfit, but this was the course adopted in all such enterprises, where the fruit of capital from the nature of things could not mature for some time. The company now had an area of no less than 4½ miles of proved oil-bearing land. The production of oil, kerosene for last week amounted to 2,110 tons, of benzene to 400 tons, and of liquid fuel to 3,300 tons, while the weekly production of crude was 6,700 tons, to which would have to be added in the coming week 350 tons coming from well 61. Their total weekly production of oil was now 10,000 tons, and this, of course, did not at all represent the actual potentialities of the field, and if the hopes of the local manager were realized, they might expect the third batch of stills so long in construction to be ready by February. In the meantime they had concluded an arrangement with the Mosses Oil Company by which the latter undertook the refining of a certain portion of this company's oil, giving them an insurance, greatly to be desired, against risk of destruction of their refinery by fire. On the credit side of the balance-sheet, attention was drawn to a loss which the company had sustained of £21,505, arising from the shipment and retreating of Texas kerosene, the circumstances of which he explained. The directors had further written off losses in connection with Texas products of at least an equal amount. This brought him to the question of the constitution of the Petroleum Products Actien-Gesellschaft, in which this company had become shareholders. It had long been apparent to the directors that the petroleum business in Europe could only be successfully conducted by the sale of oil belonging to producers, and that the day of the merchants or middlemen had passed. If they ever had any doubt about this, it would have been settled by the results obtained by the Asiatic Petroleum Company, large producers, and the company were now very large producers—they shared the burden and the benefit of the enterprise, and the position was simplicity itself. All concerned in that company were prepared to accept what that organization was capable of giving them—namely, the very best prices obtainable, and if by reason of the competition of other producers, or of merchants, the price was reduced to a low one, this had to be accepted too. But in Europe the position of this company was different, since they were not producers at present within any territory available for European trade. They had anticipated that, with the long contract made by them with the Guffey Company, ample employment would have been found for the company's steamers and for such installations as they had erected for oil on the basis of that contract, but the Guffey Company found themselves unable to carry it out, and they were not disposed, in view of the great risks involved in acting as merchants, to carry on this business for their own account. They had therefore allied themselves with the Deutsche Bank, who were large producers of Rumanian oil, which would be consigned to the Petroleum Products Actien-Gesellschaft upon a basis of fair remuneration to the steamers and installations employed, and the lines were so laid that other suppliers might be taken into the organization. A very large capital was now at their disposal, and a distributing organization and for the necessary steamers in connection with it, and provided fair terms were thus arranged, it was an ideal combination, since producers required all their capital to develop their fields and works. The present position in the European trade was most deplorable. For some months prices—particularly in Great Britain—had been on a level which left appalling losses to those concerned in the oil trade; and competition, especially among the Russian producers, had been carried to the verge of insanity. The fall in prices had been greatly accentuated by the action of the English branch of the Standard Oil Company. He hoped that the very severity of the "war" would induce some agreement among the parties to conduct business upon more sensible lines. The directors had met the wishes of the shareholders in dividing the expenditure for the year 1903, and in giving in separate items the cost of new steamers as distinguished from the expenditure upon installations. They hoped in their next balance-sheet to give figures separately. Meanwhile, he might say that the items shown on the asset side of the balance-sheet, amounting to £2,054,302, were specifically divided, in almost equal amounts, as to one-half for lands, buildings, wharves, lighters, storage works, plant, installations, &c., and as to the other half for steamers. In respect of the steamers 5 per cent. per annum had always been written off, while all current repairs, upkeep, and renewals had been provided out of revenue. The installations being very largely freehold property, did not, in the directors' opinion, call for large sums to be set aside, and the appropriation made in this connection was sufficient. They had written off a further £10,000 towards extinguishing the expense of the issue of preference shares, but if they were to take the dicta of the Commissioners of Income-tax, the

heavy amount which they were deducting from their profits year by year to liquidate this item was not a charge upon revenue at all, since the Commissioners insisted upon charging the company with their gross income, and declined to allow the deduction of this amount from their profits. In the directors' opinion this decision was entirely wrong, and they were appealing against it.

He had no fresh development to report as to the company's application to the Indian Government to take their part in the development of the Burma oilfields, and their appeal against the decision of the local authorities was now before the Indian Government. Pending the latter's decision, they had received the assurance of the authorities that no fresh prospecting licences would be diverted from the company. It would be monstrous if a company which had done so much to develop the business in oil in India, which had placed orders for millions of pounds in steamers and material in this country, and which had freely put at the disposal of the Admiralty their most costly experience in liquid fuel were denied facilities upon the outrageous statements of trade opponents that the Shell Company were not a British company. They did not for a moment intend relinquishing their hold upon the Indian market. They had spent hundreds of thousands of pounds upon their organization there, and although the prices they ought to recover were very much more than those they could get, owing to the opposition of the Burma Oil Company, the returns would still enable them to hold their ground at a profit. This, however, did not apply to Russian oil, which could only now be sold in India at such a ruinous loss to shippers or producers that it could be only a question of time for shipments from this country, and still more from America, to cease. The board made a careful study of the figures now available to them for the profits of 1904, and an interim dividend on account of the profits at the rate of 3 per cent. per annum would be paid on the 1st prox. In conclusion he moved the adoption of the report.

Mr. A. V. D. Best seconded the motion, which was agreed to after the Chairman had replied to a few questions.

GARRISON ORDERS.

HEAD QUARTERS, Hongkong, 26th Jan. 1905.
GARRISON ORDERS—Gun Practice—No. 1.—Gun Practices will be carried out by the Hongkong Volunteer Corps on the 4th February as under:—Gun Practices from Sywa Hill in a southerly direction at targets on slopes of Mount Colinson, commencing at 2 p.m. Maxim Gun Practices from Sywa Hill in a southerly direction at targets on slopes of Mount Parker, commencing at 2 p.m. Launch will leave Murray Place at 2 p.m.
Field Firing—No. 2.—Company Field Firing will be carried out by the 2nd Royal West Kent Regiment on the northern slopes of Violet Hill on the following dates:—3rd January, 3rd, 13th, 17th, and 27th February, 1905.
GENERAL ORDER—Chaplain—No. 16.—The Rev. C. Bone is appointed Officiating Clergyman to the Wesleyan Troops in Garrison in succession to the Rev. W. Bridle from the 28th instant, and will receive payment under the terms of War Office Letter Clergy, W., Hongkong, 320, dated 13th February, 1893.
By Order
A. A. CROCHESTER, Major,
Chief Staff Officer.

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Inspection Invited.
Hongkong, 5th August, 1904. [912]

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SIEMSEN & CO.,
Hongkong, 1st January, 1904. [31]
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REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1904. [118]

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Hongkong 28th April, 1904. [32]

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ONE LARGE GODOWN, No. 112A, Praya East.
Possession from 1st January, 1905.
Apply to—
D. DORABJEE,
King Edward Hotel.
Hongkong, 25th December, 1904. [89]

TO LET

GODOWNS No. 100 and 101, Praya East, with Water Frontage.
Apply to—
VICTORIA BUILDINGS.
Hongkong, 29th December, 1904. [194]

TO LET

N. 1, RUPON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MONTEN TERRACE, facing the Polo Ground.
OFFICES in course of erection, CORNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd June, 1904. [81]

TO LET

A 3-STORY HOUSE in Elgin Street, No. 38, the whole House or in Flats; possession from 1st February, 1905.
Apply to—
DARTLY & CO.
Hongkong, 21st January, 1905. [283]

TO LET

A T No. 55, Hollywood Road, GROUND FLOOR, with Basement, suitable for Office, Shop or Godown.
Apply to—
No. 49, HOLLYWOOD ROAD.
Hongkong, 30th January, 1905. [273]

TO LET—From 1st March Next.

A FOUR-ROOMED HOUSE in Kowloon with joint use of Tennis Courts.
Apply to—
Care of Daily Press Office.
Hongkong, 19th January, 1905. [286]

TO LET

GODOWN No. 2, New Praya, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd November, 1904. [182]

TO LET

ONE FURNISHED BEDROOM, in Des Vaux Road, Central position, Light and Airy. Or can be let as an Office.
Apply to—
Care of Daily Press Office.
Hongkong, 31st December, 1904. [95]

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TO LET.
A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [85]

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EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.
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Nos. 11 & 14, " 2nd Row.
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2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 20th January, 1905. [190]

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NOS. 19 & 21, SEYMOUR ROAD.
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Hongkong, 1st December, 1904. [84]

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King Edward Hotel.
Hongkong, 25th December, 1904. [89]

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VICTORIA BUILDINGS.
Hongkong, 29th December, 1904. [194]

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Apply to—
No. 49, HOLLYWOOD ROAD.
Hongkong, 30th January, 1905. [273]

SHIPPING.

ARRIVALS.
BENVOLICH, British str., 2184, R. W. Thompson, 26th Jan., from London 11th Dec. and Singapore 20th Jan., General.—Gibb, Livingston & Co.
CHARTERHOUSE, British str., 982, R. S. Bainbridge, 26th Jan., from Singapore 18th Jan. and Hoihow 25th, General.—Order.
COROMANDEL, British str., 2783, G. M. Montford, 26th Jan., from Okohama and Shanghai 23rd Jan., Mails and General.—P. & O. S. N. Co.
FEICHING, Chinese str., 980, E. Hoelger, 26th Jan., from Shanghai 23rd Jan., General.—Chinese.
HANGKANG, British str., 26th January, from Canton.
HONG WAI I, British str., 2060, J. Slater, 26th Jan., from Singapore 20th Jan., General.—Chinese.
INDRAPURA, British str., 3152, J. T. Horns, 26th Jan., from Manila 23rd Jan., General.—Jardine, Matheson & Co.
KOHSHICHANG, German str., 1294, C. Goreswisch, 26th Jan., from Bangkok 19th Jan., General.—Butterfield & Swire.
LOKANG, British str., 26th January, from Canton.
OCEANO, British str., 3050, F. W. Davies, 26th Jan., from Delagoa Bay 25th Dec., Coal.—Order.
OPLAND, Norwegian str., 8777, T. W. Schlytter, 26th Jan., from Chingwangtao 19th Jan., Beans.—Shewan, Tomes & Co.
POSCHANG, German str., 2164, Limeke, 26th Jan., from Moji 21st Jan., Coal.—Jensen & Co.
PRINSESS MARIE, Danish str., 3518, P. A. Berntzen, 26th Jan., from Moji 21st Jan., General.—Melchers & Co.
RADNORSHIRE, British str., 1890, Hafner, 26th Jan., from London and Singapore 19th Jan., General.—Shewan, Tomes & Co.
SHANZADA, British str., 26th January, from Canton.
TIR, Norwegian str., 1864, Danielsen, 26th Jan., from Tunkin 24th January, Coal.—Shewan, Tomes & Co.

CLEARANCES.

At the Harbour Master's Office.
 26th January.
Benarty, British str., for Bangkok.
Hangang, British str., for Swatow.
Lokang, British str., for Shanghai.
Princess Marie, Danish str., for Singapore.
Shikada, British str., for Chinkiang.

DEPARTURES.

26th January.
ALESIA, German str., for Yokohama.
AUCHENARDEN, British str., for Moji.
BARALONG, British str., for Nagasaki.
CHINKIANG, British str., for Shanghai.
FURMOBA, British str., for Shanghai.
HELENE, German str., for Swatow.
LAKETES, British str., for Saigon.
LILY, British str., for Antwerp.
LOOSCH, German str., for Bangkok.
PROMETHEUS, British str., for Shanghai.
PUNPVA, British str., for Moji.
STANLEY DOLLAR, British str., for S. Francisco.
SWANLEY, British str., for Moji.
TAISHAN, British str., for Saigon.

VESSELS IN DOCK.

26th January.
ABERDEEN DOCK—
Kowloon Dock, Agincourt, Hse, U.S.S. *Seawall*, Jacob Diederichsen, Empress of India, *Chihli*, *Haitan*, *Katharine Park*, *Yuenanang*, *Hellas*, H.M.S. *Moore*, Hongkong, Div. *Cornopolitan* Dock—*Honam*.

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"PRINSESS MARIE."
 Captain Berntzen, will be ready to load on or about the 28th inst.
 For Freight or Passage, apply to **MELCHERS & CO.**
 Hongkong, 23rd January, 1905. [289]

NIPPON YUSEN KAISHA.

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 Captain S. J. G. Parsons, will be despatched as above TO-DAY, the 27th inst., at 4 p.m.
 For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
 A. S. MIHARA, Manager.
 Hongkong, 5th January, 1905. [162]

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 Captain Tomonovich, will be despatched as above TO-MORROW, the 28th inst., p.m.
 For information as to Passage and Freight, apply to **SANDER, WIELER & CO., Agents.**
 Hongkong, 5th January, 1905. [13]

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 Captain C. Waltemas, will be ready to load for the above ports on THURSDAY, the 2nd February, 1905.
NORDDEUTSCHER LLOYD.
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 Hongkong, 11th January, 1905. [231]

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AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire
MARSEILLES, LONDON & ANTWERP, &c.	JAVA	Brit. str.	1 m.	S. Barham	P. & O. S. N. Co.
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HAVRE & HAMBURG	RENNANIA	Ger. str.	1 m.	Kaisel	HAMBURG-AMERIKA LINIE
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SWATOW, AMOY & FOOCHOW	HAIMON	Brit. str.	1 m.	Butterfield & Swire	SHAW, TOMES & CO.
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SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	1 m.	Butterfield & Swire	JARDINE, MATHESON & CO.

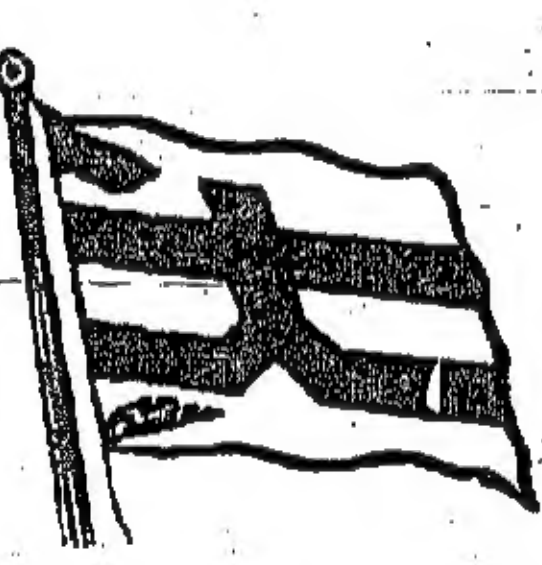
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON, &c.	COROMANDEL	Noon, 28th January	See Special Advertisement.
SHANGHAI	CHUSAN	About 28th January	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	E. P. Martin, R.N.R.	About 12th February	Freight and Passage.
MARSEILLES, LONDON and ANTWERP DIRECT via SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA	About 15th February	Freight and Passage.

For further Particulars, apply to

E. A. BEWETT, Superintendent.

Hongkong, 27th January, 1905.



OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

FOR	STREAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"DECIMA"	SUNDAY, 29th Jan., at Daylight.
TAMSU, via SWATOW AND AMOY	"FRITJOF"	SUNDAY, 29th Jan., at Daylight.
FOOCHOW, via SWATOW AND AMOY	H. A. HARALDSEN	WEDNESDAY, 1st Feb., at Daylight.
TAMSU, via SWATOW AND AMOY	A. HANSEN	SUNDAY, 5th Feb., at Daylight.
TAMSU, via SWATOW AND AMOY	M. STRUYE	SUNDAY, 5th Feb., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's Local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 26th January, 1905.
 T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STREAMERS	SAILING DATES
BAYERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINCESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUIFOLD	WEDNESDAY 29th March
PRINZ HEINRICH	WEDNESDAY 12th April
PRINZ BITEL FRIEDRICH	WEDNESDAY 26th April
PREUSSEN	WEDNESDAY 10th May

ON WEDNESDAY, the 1st day of FEBRUARY, 1905, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 30th January. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 31st January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 31st January.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th January, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STREAMERS	DESTINATIONS	SAILING DATES
SITHONIA	HAVRE and HAMBURG	On 31st Jan. Freight.
ARCADIA	HAVRE and HAMBURG	On 8th Feb. Freight.
SPEZIA	HAVRE and HAMBURG	On 15th Feb. Freight.
ANDALUSIA	HAVRE and HAMBURG	On 27th Feb. Freight.
SAMBIA	HAVRE and HAMBURG	On 7th Mar. Freight.
RHEINANIA	HAVRE and HAMBURG	On 21st Mar. Freight.
SUEVIA	HAVRE and HAMBURG	On 4th April. Freight.
NUBIA	NEW YORK via SUEZ	About beginning of April.

For Further Particulars, apply to **HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.**

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks—

STEAMERS	LEAVING
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOPHIA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Cress.
S.S. "ANDRAVELL"	Captain S. Callington.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CANBURY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SEALDA"	Captain Geo. Brown.

For Freight, apply to **GIBB, LIVINGSTON & CO., AGENTS.**
 Hongkong, 30th December, 1904. [19]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, February 3rd
PLEIADES	3,753	F. G. Parington	Saturday, March 4th

For Freight, apply to **FOR MANILA.**

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 24th January, 1905. [17]

VESSELS ON THE BERTH

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship
"SENECA."
 will be despatched as above on or about the 28th inst., instead of as previously notified.
 For Freight & further information, apply to **STANDARD OIL COMPANY OF NEW YORK.**
 Oriental Freight Department, Hongkong, 13th December, 1904. [2899]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.
"GHAEZER" ... 30th Jan.
"SATSUMA" ... 10th Feb.
"RICHMOND CASTLE" ... 25th Feb.
 For Freight and further information, apply to **DODWELL & CO., LTD., Agents.**
 Hongkong, 28th December, 1904. [2899]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

"ERNEST SIMONS."
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 7th February, 1905, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "POLYNESIE" ... 21st February.
 S.S. "CALEDONNIEN" ... 7th March.
 S.S. "COBANEN" ... 21st March.
L. BRIDOU, Acting Agent.
 Hongkong, 26th January, 1905. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE"
 Captain Helms, will be despatched for the above ports on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**
 Hongkong, 12th January, 1905. [226]

NATAJ. LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STRAM NAVIGATION Co.'s fortnightly service lines to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to **DODWELL & CO., LIMITED, General Agents for China and Japan.**
 Hongkong, 4th August, 1897. [8]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI."
 Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 8 a.m., and on Sundays, at 8.30 a.m.; Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 6.30 p.m.
 FARES (week days) 1st Class including Cabin and board, Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer is lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [21]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PACIFIC"	On 31st January.	
GLASGOW and LIVERPOOL	"TENTOR"	On 6th February.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th February.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 21st February.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th February.	
GLASGOW and LIVERPOOL	"COPACK"	On 27th February.	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 3rd March.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 2nd February.	
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.	
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.	
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 6th March.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th January, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CEBU and HOLLAND	"SUNGKING"	On 27th January.	
MANILA	"TAMING"	On 31st January.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th February.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
MANILA	"LOONGSANG"	Fri, 27th Jan, 4 p.m.	
SHANGHAI via SWATOW	"YIKSANG"	Sun, 29th Jan, D'light	
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tues, 31st Jan, 3 p.m.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 25th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND
SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Bahle	February 13th, 1905.
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 24th January, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY	8th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY	8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY	15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY	29th Mar.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY	19th April.

Hongkong to London, 1st Class only, via St. Lawrence £60, via New York £62.
Intermediate on Steamers, }
"and 1st Class Rail " " " 240. " " 242.

THE magnificent TWIN-STEAM "EMPEROR" STEAMSHIPS passing through the
Inland Sea of Japan, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	Sat, 28th Jan, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila	Sat, 4th Feb, 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th January, 1905.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of March	JAPAN via SHANGHAI	First half of March
TJILATJAP	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIMAH	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Alexandra Buildings, 3rd Floor.

Hongkong, 20th January, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain G. M. Montford, R.N., carrying His
Majesty's Mail, will be despatched from this for
Bombay on SATURDAY, the 28th January,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "India," 7911 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Calcedonia," due
in London on the 11th March, 1905.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to—
E. A. HEWITT,
Superintendent.

Hongkong, 17th January, 1905.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAINAN,"

Captain Robson, will be despatched for the above
ports on SUNDAY, the 29th inst., at 9 A.M.
For Freight or Passage, apply to
DOUGLAS LAPEAK & CO.,
General Managers.

Hongkong, 26th January, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL
WITH LIBERTY TO CALL AT THE MALAYAN
COAST.

PROPOSED SAILINGS.

S.S. "RAS ISSA" ... About

For freight and further information apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 8th November, 1904.

FOR SHANGHAI & CHIN-WAN-TAO.

(Taking Cargo through to Tientsin).

THE Steamship

"OPLAND,"

will be despatched for the above ports on

WEDNESDAY, the 1st February, at 11 A.M.

For Freight or Passage, apply to—
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th January, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE

as hitherto by the steamers of the NORTHERN

PACIFIC COAST STEAMSHIP

and TOWHEAT CO'S OCEAN S.S. CO.,

and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Clatter Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

DAVID CORSAK & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE GROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

Hongkong, 26th January, 1905.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"IDOMENEUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 25th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 30th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 30th inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
2nd prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th January, 1905.

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 31st inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 31st inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
3rd prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th January, 1905.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. WILLIAMS,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd., at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 30th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 5th

prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LD.,
Agents.

Hongkong, 24th January, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-

WERP, LONDON AND PORTS.

THE Bucknall Line Steamship

"BARALONG"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless in-

structions are given to the contrary before

Noon, To-DAY, the 25th inst.

Goods not cleared before the 1st prox., will

be subject to rent.

All ship-damaged packages must be left in

the Godown and notice of same sent to this

Office before the 4th prox., or claims in con-

nection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 25th January, 1905.

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being

discharged into Craft, and/or loaded at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees'

